

North County Times
Lodi News-Sentinel

KRON 4

Press-Telegram

SAN CARMEL TRIBUNE

What do you think about the future of high-speed trains in California ?

Press - Enterprise

AP Associated Press

The Fresno Bee



High-Speed Train Network Would Benefit State, Study Says

Los Angeles Times

1/27/04

Vision in motion
High-speed rail line emerges as California's best alternative.

Fresno Bee

1/30/04

Local officials back high-speed rail report

North County Times

2/3/04

Report:
Trains would cost less, be better for Calif. environment

Associated Press

1/27/04

HIGH-SPEED RAIL
Could Give CA A Boost

KRON4.com

1/27/04

... “high-speed rail is the least expensive and safest of the viable options.”

San Gabriel Valley Tribune 3/20/04

Bullet train must speed up to beat sprawl

Lodi News Sentinel

5/28/05

High-speed rail urged for state

Network is cheapest of 3 choices to meet future demand.

Long Beach Press Telegram 1/27/04

Fast track urged for bullet train

The Press-Enterprise

1/29/04

Fast track for rail

With EIR approved, high-speed project should move ahead

Fresno Bee

11/4/05

Are High-Speed Trains in California's Transportation Future?

Did you know?

California's high-speed train system can decrease dependency on foreign oil, preserve energy, decrease air pollutants, and discourage sprawl into farmlands and open space and will carry up to 68 million passengers by 2020 with the capacity to carry two-to-three times as many passengers.

Consider:

“To serve the same number of travelers as the high-speed train system, California would have to build nearly 3,000 miles of new freeway plus five airport runways and 90 departure gates in the next two decades, the report found. The price tag: \$82 billion, and such levels of construction are barely plausible in the real world. Bullet trains will add 450,000 jobs, consume less prime farmland and reduce travel deaths. In 40 years, foreign bullet trains have never been involved in a fatal accident.”

1/28/04 *Oakland Tribune*,
referencing the CHSRA Environmental Impact Report

Smart Transportation Planning

Through the foresight and vision of policy-makers and visionaries more than a decade ago, the planning for a high-speed train linking the major and minor metropolitan areas of the state via an environmentally sound technology was initiated.

The future of the project is now in the hands of today's leaders. As policy-makers consider how best to allocate limited resources to meet a huge demand for transportation improvements, a key solution for overcoming the overburdened and long-term limitations of highways and airports is clear: **high-speed trains**.

Our highly congested highways and airports will further deteriorate from projected growth—even if we widen our highways and expand our airports.



California's high-speed train requires no operating subsidy.

93

1993
Governor and Legislature establish High-Speed Rail Commission to determine feasibility of high-speed rail system in California.

96

1996
Commission releases findings that high-speed rail is technically, environmentally, and economically feasible. High-Speed Rail Authority created by Governor to build high-speed train system.

98-99

1998 -1999
Potential corridors studied by region and state based on capital, operating and maintenance costs, travel time, and engineering, environmental and operational constraints.

00

2000
Business Plan issued as studies forewarn intercity travel must meet burgeoning needs of California's population of 50 million by 2020.

California's high-speed train system will help California achieve three important goals:

1

- **Meet our transportation demands with minimal environmental impacts and improved air quality.** It's imperative that we build transportation infrastructure smartly or we'll lose the quality of life that makes California so desirable.

Using existing transportation corridors and integrating high-speed train stations with existing transportation hubs will encourage transit-oriented development, promote smart growth and preserve valuable agricultural land.

Diverting up to 68 million passengers away from automobile and airplanes will help improve California's air quality.

2

- **Keep our economy thriving in the future by ensuring we can move people and goods in the coming decades.** We must invest in the progressive projects that improve our mobility or we risk losing our economic edge and our competitiveness in the global economy.

The high-speed train system is the only mode of transportation that can consistently increase mobility. All other transportation options are subject to uncontrollable events such as weather, congestion and accidents.

3

- **Reduce traffic congestion and improve travel safety in the short-term.** Allocating funds over the next four years towards essential work that's needed to preserve land right-of-way and to build grade separations — train tracks that are separated from cars and other vehicles — will benefit local communities by saving lives, eliminating noise from the whistles and crossing arms of existing train service, improving freight movement on adjacent tracks, and reducing traffic congestion at and near those crossings.

00-03

2000 - 2003
Draft environmental impact report prepared as outreach throughout state accompanies formal environmental clearance process.

02

2002
HST Bond Act approved by two-thirds vote of Legislature and signed by Governor

04

2004
More than 2,000 people comment on project through hundreds of public meetings as the largest environmental impact report in national history moves forward.

05

2005
Authority certifies final program environmental analysis for a 700-mile high-speed train in California, which could carry 42-68 million passengers per year by 2020.

06

2006
Progress versus gridlock. California's lawmakers work to solve state's infrastructure issues. Key leaders throughout the state call on Legislature to postpone HSR bond to 2010 and incrementally fund high-speed train system.



Next Steps

To ensure high-speed trains are part of California's future, we need to invest \$1 billion over the next four years to accomplish the following:

- *Preserve the right-of-way needed for the high-speed train system. It is imperative that right-of-way be preserved now, otherwise the overall cost to build the system will increase dramatically or worse yet opportunities may be lost due to development.*
- *Complete preliminary engineering and project-specific environmental work.*
- *Improve existing rail freight and passenger rail corridors, shared by the high-speed train system, through the construction of grade-separations, additional track and bridges.*

These expenditures will ensure that high-speed trains will be part of California's future and provide short-and long-term benefits by:

- *Enhancing freight movement*
- *Improving existing commuter train service*
- *Reducing fatalities and preventing auto accidents*
- *Reducing noise pollution by eliminating horns and crossing arms*
- *Improving air quality by eliminating idling trucks and autos at grade crossings.*
- *Triggering economic growth and well-planned development*
- *Stimulating creation of jobs in California*
- *Easing growing demand on existing highways and airports*
- *Improving safety and local traffic movement*



California's high-speed train system has reached an unprecedented benchmark — completing an environmental analysis with no legal challenges for one of the nation's largest transportation/public works projects.

More than 2,000 residents, local transportation planners, elected officials and business and environmental stakeholders provided comment on the project.

California High-Speed Train Endorsements

Amtrak
Antelope Valley Chamber of Commerce
Association for California
High-Speed Trains
Bay Area Rapid Transit (BART)
Bay Area Air Quality
Management District
Brotherhood of Automotive Engineers
and Trainmen
Building and Construction Trades Council
of San Mateo County
California Conference of Carpenters
Caltrain/Peninsula Joint Powers Board
Capitol Corridor Joint Powers Authority
City of Anaheim
City of Bakersfield
City of Escondido
City of Fresno
City of Fullerton
City of Gilroy
City of Irvine
City of Los Angeles
City of Merced
City of Milpitas
City of Morgan Hill
City of Oakland
City of Orange
City of Palmdale
City of Sacramento
City of San Diego
City of San Francisco
City of San Jose
City of Santa Clara
City of Sunnyvale

Fresno County
Fresno County Council of Governments
Greater Fresno Area
Chamber of Commerce
Kern Council of Governments
Kern County
Los Angeles Chamber of Commerce
Los Angeles County Board of Supervisors
Los Angeles-San Diego Rail Corridor
Agency (LOSSAN)
Menlo Park Chamber of Commerce
Merced Community College District
Merced County
Merced County Association
of Governments
Merced County High-Speed Rail
Committee
Metropolitan Transportation Authority
(MTA)
Metropolitan Transportation Commission
(MTC)
North County Transit District (NCTD)
Orange County Transportation Authority
(OCTA)
Operating Engineers Local 3
Rail Passenger Association of California
(RailPAC)
Redwood City/San Mateo Chamber
of Commerce
San Diego Association of Governments
(SANDAG)
SF Planning and Urban Research
Association (SPUR)
San Francisco Board of Supervisors

San Jose and Silicon Valley Chamber
of Commerce
Sacramento Area Council of Governments
Sacramento Metropolitan Air Quality
Management District
Sacramento Metropolitan Chamber
of Commerce
San Bernardino Association
of Governments (SANDAG)
San Francisco Chamber of Commerce
San Mateo County Transit District
Santa Clara County
Santa Clara Valley Transportation Authority
Sierra Club
Silicon Valley High-Speed Rail Coalition
Silicon Valley Manufacturers Group
State Building Trades Council
Town of Los Altos Hills
Train Riders' Association of California
(TRAC)
Transbay Joint Powers Authority
Tulare Kings Hispanic Chamber
of Commerce
U.C. Merced
United Transportation Workers,
Local 1721
Visalia Chamber of Commerce
Winslow Properties

(Partial List)



For more information please visit our web site:
www.cahighspeedrail.ca.gov

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